

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Herndon Depot

AND/OR COMMON

VDM file #
235-0001

(Form 29-212)

2 LOCATION

STREET & NUMBER

Elden Street

CITY, TOWN

Herndon

STATE

Virginia

VICINITY OF

CODE

51

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Tenth (Joseph L. Fisher)

COUNTY

Fairfax

CODE

059

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☒ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ BOTH
PUBLIC ACQUISITION
☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☐ YES RESTRICTED
☒ YES UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE
☐ COMMERCIAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☒ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☐ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☐ OTHER

4 OWNER OF PROPERTY

NAME

Town of Herndon c/o Mayor

STREET & NUMBER

Post Office Box 427

CITY, TOWN

Herndon

STATE

VICINITY OF

Virginia 22070

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC

Fairfax County Courthouse

STREET & NUMBER

4000 Chain Bridge Road

CITY, TOWN

Fairfax

STATE

Virginia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Fairfax County Inventory of Historic Sites

DATE

January 1974

☐ FEDERAL ☐ STATE ☒ COUNTY ☐ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Virginiana Collection, Fairfax County Public Library

CITY, TOWN

Fairfax

STATE

Virginia

7 DESCRIPTION

CONDITION

☒ EXCELLENT

☐ GOOD

☐ FAIR

☐ DETERIORATED

☐ RUINS

☐ UNEXPOSED

CHECK ONE

☐ UNALTERED

☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE

☐ MOVED

DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Herndon Depot is a simple, one-story wooden vertical board and batten structure. The building is rectangular in shape, and measures 70'6" x 20'1". It is basically in its original condition, however, approximately 20 feet of the west end of the building have been removed to allow construction of a road. The original west end wall was then replaced on the building. Victorian style buttresses under the eaves are the building's only decorative feature. The window and door framings are original, as are the semaphore and several pieces of exterior hardware. The roofing material is the original sculptured metal, recently coated with fireproof roofing tar. The two baggage doors are original and although currently blocked from within, they can be put into working condition. The thresholds of both baggage and passenger doors show obvious signs of wear. The exterior is covered with board on board siding, eight inches on center with the bottom board being eight inches wide and the top board three inches wide. The existing color scheme is appropriate but not original.

The interior of the station is presently used for the offices of the Herndon Department of Public Works. Care has been taken, however, to maintain the room arrangements of the old railroad station. There are two waiting rooms, each 14'11" x 18'9", divided by a ticket master's room, 8'1" x 21'9". The ticket master's room divided the waiting room for "whites" from the waiting room for "coloreds." All of this area has the original flooring, ceiling and walls. Some window panes and most door and window hardware are original.

The baggage area measures 29'11" x 18'9" with a raised floor of the original one-foot wide planking. The interior walls and ceiling in this area have been modernized.

The Herndon Depot is now part of the Herndon Town Square Complex, consisting of the station and the town hall. It is attractively sited with landscaping, brick plazas, seeding areas and a fountain in the center of the downtown area of Herndon. The work on the building has been done very carefully, and it remains a simple and attractive 19th-century structure.

8 SIGNIFICANCE

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | |
|---|--|---|---|--|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE |
| <input type="checkbox"/> 1500-1599 | <input checked="" type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE |
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) |
| | | <input type="checkbox"/> INVENTION | | |

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Herndon Depot was the center of a large and profitable dairying area. In 1907 it was reported that "no point on either the main line or Bluemont branch of the Southern Railway ships more milk than Herndon."

Located 21 miles from Washington, DC, the Herndon Depot became both a focus for shipment of dairy products and for some of the first commuters to Washington.

The Herndon Depot was constructed in 1857 as a stop on the Alexandria, Loudoun and Hampshire railroad. The greatly increased efficiency of railroad transportation enabled area farmers to ship their goods to market more quickly and to plow the resulting profits back into their land. The routing of the railway line through this rural area resulted in the establishment of a thriving small community.

An enthusiastic correspondent in the November 21, 1859 issue of the Alexandria Gazette wrote that no one "had any doubt that the future will witness at this beautiful spot a busy, active population, who may enjoy all the luxuries of the city without any of the annoyance of brick walls, dusty streets, and the noise and bustle of dairy business."

In 1858 the town received a post office named for Captain William Lewis Herndon, a Virginia-born sea captain who had heroically gone down with his ship after directing passengers and crew into lifeboats. A survivor of the disaster is said to have told the story at a meeting held to choose a name, and so impressed the local citizens that they adopted the name of Herndon for the post office and the local community.

The town was legally incorporated in 1879, keeping the name of Herndon, and the first town council meetings were held at the depot. Although the official population was low, area farmers made Herndon their market center, with notable success. In 1907, the Industrial and Historical Sketch of Fairfax County noted that "no point on either the main line or Bluemont branch of the Southern Railway ships more milk than Herndon."

The personal remembrances of Lottie Dyer Schneider, born the year Herndon was incorporated, provide a unique view of Herndon in the later 19th

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Herndon Depot, Fairfax County, Virginia

CONTINUATION SHEET #1

ITEM NUMBER 8

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century. She recalls "The main industry in the early days was shipping milk to Washington. Hundreds of gallons of milk were shipped daily on express cars, and I seem to hear even today, the noisy banging of cans which resounded far and wide both morning and evening when they were loaded and unloaded at the big platform erected across the road from the depot.

"In the evening some of our colored citizens would frequently assemble on this platform and to the accompaniment of their banjos sing songs and while away the twilight hours."²

In 1912 the steam powered railroad was converted to the electric Washington and Old Dominion Railway line, bringing an increased number of Washington commuters to live in Herndon. In 1928, the County Chamber of Commerce reported "Herndon (after Falls Church) is the second largest town in the County. Many of Herndon's residents commute daily to Washington, 25 (sic) miles distant."³

Increasingly, improved roads drew the passengers from the trolley lines to the automobile, and in its later years the station was used more as a freight depot than as a passenger terminal. Service was discontinued during the 1960s and the station was owned by the Virginia Electric Power Company, and leased to the town of Herndon until 1979.

In 1970 the Herndon Historical Society was organized and, in conjunction with the town, began the restoration of the depot. Memorabilia of Captain Herndon were collected and housed in the depot. In 1974 restoration was completed and the building is being utilized as the office for the town's Public Works Department. The brick town square around the depot was re-furbished and is now the setting for summer concerts. The station has become the emblem of the town, and photos and sketches of it are prominent on the cover of town publications.

Herndon depot is an excellent example of the simple railroad station whose presence was at the same time the focal point and the point of departure for the small rural communities of the 19th and 20th centuries.

¹Fairfax County Board of Supervisors, Industrial and Historical Sketch of Fairfax County, Virginia. Falls Church, Va.: Newell, 1907.

²Lottie Dyer Schneider, Memories of Herndon, Virginia. Marion, Va.: 1962.

³Fairfax County Chamber of Commerce, Historic, Progressive Fairfax County in Old Virginia. Alexandria, Va.: Newell-Cole Co., 1928.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Andrews, Marshall. "History of Railroads in Fairfax County." Historic Society of Fairfax County, Virginia, Inc., Yearbook Vol. 3, 1954.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 10,237 square feet (1/4 acre)

QUADRANGLE NAME Herndon

QUADRANGLE SCALE 1 inch=2000 feet

UTM REFERENCES

A 18 293 280 431.5 930

B

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

The boundaries conform to the property lines of parcel 16-2-001-23 as recorded in the 1978 map of Fairfax County. The original map is located in the County Division of Mapping, 4100 Chain Bridge Road, Fairfax, Virginia, 22030.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

CODE

COUNTY

CODE

STATE

CODE

COUNTY

CODE

11 FORM PREPARED BY

NAME / TITLE

Elizabeth S. David, Historic Preservation Planner

ORGANIZATION

DATE

Fairfax County Office of Comprehensive Planning April 1979

STREET & NUMBER

TELEPHONE

4100 Chain Bridge Road

(703) 691-2101

CITY OR TOWN

STATE

Fairfax

Virginia

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Tucker Hill, Executive Director
Virginia Historic Landmarks Commission

DATE

APR 17 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

DATE

ATTEST:

CHIEF OF REGISTRATION

HERNDON QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

2862 III ST
(SENECA)

